राज्य सरकारें समय-समय पर अधिक निधियों के आवंटन के लिए अभ्यावेदन करती रही हैं।

राष्ट्रीय राजमार्ग संख्या 8 को चार लेन वाला बनाया जाना

568. **श्री गोपाल सिंह जी० सोलंकी:** क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि बड़ोदरा, सूरत और मुम्बई के बीच राष्ट्रीय राजमार्ग संख्या–8 पर यातायात की भारी भीड़ रहती है।

(ख) यदि हां, तो क्या वर्तमान दो लेन वाली सड़क को चौड़ा करके चार लेन वाली बनाने का कोई प्रस्ताव है:

(ग) यदि हां, तो उक्त परियोजनाओं की अनुमानित लागत कितनी-कितनी है; और

(घ) ये परियोजनाएं कब तक प्रारंभ हो जायेंगी तथा इनके कब तक पूरा हो जाने की संभावना है?

जल-भूतल परिवहन मंत्रालय के राज्य मं(श्री जगदीश टाइटलर): (क) जी. हां।

(ख) से (घ) 8वीं पंचवर्षीय योजना के दौरान राष्ट्रीय राजमार्ग–8 के लगभग 84 कि.मी. लम्बे बड़ोदरा-सूरत-बम्बई खंड के प्रस्ताव को 184.87 करोड़ रु० (पुल निर्माण कार्य सहित) की लागत से स्वीकृत किया गया है। ये निर्माण कार्य विभिन्न चरणों में चल रहे हैं और 1996–2000 के बीच इनको पूरा करने का लक्ष्य है।

Realignment of the route of National Highway No. 27

569. SHRI DILIP SINGH JUDEV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any proposal/demand for realignment of the route of National Highway No. 27 by diverting it from Shivmandir of Sohaga Pahari and for linking it to the Tayodhar Nagar in Riwa district of Madhya Pradesh;

(b) the reaction of Government thereto;

(c) whether any study/survey has been conducted or proposed to be conducted to assess the feasibility and cost of this project;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Yes, Sir.

(b) to (e) The matter was examined but due to the difficult terrain and high cost involved the proposal was not found viabde.

Unified Time Table Scheme for commuters of Delhi

570. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the new 'Unified Time Table' scheme announced by Government for the benefit of commuters in Delhi;

(b) whether Delhi Transport Corporation buses also form a part of the said scheme;

(c) whether Government are aware that this scheme has caused a reduction in the frequency of buses; and

(d) if so, whether Government would increase the frequency of the above mentioned bus routes to 15 minutes, instead of the existing 30 minutes, in order to solve the problems being faced by office goers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A Unified time table for routes to be plied by both D.T.C. and Private buses was accepted after a detailed Techno-feasibility survey was conducted. This survey recommended plying of DTC & Private buses in 40:60 ratio. Unified time table which was prepared in consultation with DTC has since been issued.

(c) and (d) No, Sir. The frequency of most of the routes under the unified time table scheme operated by DTC/Private Operators is 12/24 minutes during peak/non-peak hours respectively.

National Road Policy

571. SHRI SUNDER SINGH BHANDARI:

SHRI INDER KUMAR GUJRAL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the main features of the National Road Policy announced by Government recently;

(b) whether a minimum 16 per cent return has been guaranteed to foreign investors;

(c) what are the details of BOT (Build, Operate and Transfer) basis construction of roads;

(d) whether Indian Companies would also be allowed to avail of the opportunity; and

(e) whether full labour employed is also being assured?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (e) The Government is contemplating to invite private sector participation from Indian and foreign nationals for development, maintenance and operation of national Highways. Under the scheme, the private companies, including foreign investors will be asked to develop a highway facility from their own resources and will be granted permission to collect fees from the user for a specified period whereafter the facility will revert to the Government. Government is not contemplating a guaranteed rate of return. The method of construction and the nature of employment will be left to the discretion of the entrepreneur.

Introduction of more buses in Delhi

572. SHRI BHAGABAN MAJHI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have a proposal to ply a large number of buses in Delhi;

(b) if so, the number of buses proposed to be introduced on different routes in Delhi and New Delhi;

(c) the date from which the new fleet of buses would be introduced; and

(d) the steps taken in the matter so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Government of National Capital Territory of Delhi have intimated that it is their endeavour to provide sufficient number of buses and other means of mass transport commensurate with the increasing number of commuters. The number of buses required is reviewed from time to time and appropriate decision taken to introduce more buses keeping in view the fleet strength of Delhi Transport Corporation. The present ratio of DTC and private operated buses to 40:60.